

PUB 120 (Continued)

Designator	Required Information
XRAY	<p>If bound for a Canadian port, expiration date of:</p> <ol style="list-style-type: none"> 1. International Oil Pollution Prevention Certificate, or Certificate of Compliance. 2. International Noxious Liquid Substance Certificate, or Certificate of Compliance. 3. Certificate of Fitness (Chemical tanker). 4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance. 5. Indicate if a shipboard oil pollution emergency plan is on board. 6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination. 7. ISM Safety Management Certificate and ISM Document of Compliance. <p>If bound for a U.S. port:</p> <ol style="list-style-type: none"> 1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount. 2. Indicate name of Washington State spill contingency plan. 3. Classification society of vessel. 4. Name and phone number of a 24-hour point of contact for vessel-related concerns. 5. If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag).

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

The Advance Report is a cooperative measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports. This one report will satisfy the Canadian VTS Offshore reporting requirements, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

(Can Annual Notice No. 26 of 2000; Can NM 10/99, Section IV) 20/00

PUB 125 6 Ed 2000 LAST NM 10/00

Page 113—Lines 39 to 40/L; read:

Ancud, about 10 miles SW. Bajo Colo-Colo (41°45.4'S., 73°44.0'W.), extending S from Punta Picuta, is marked by a

light beacon. In the vicinity of Bajo Colo-Colo an extensive rocky shoal area stretches ESE and WNW. Mariners are advised to exercise extreme caution.

(BA NM 19/99) 20/00

PUB 142 7 Ed 1995 LAST NM 8/00

Page 82—Lines 30 to 35/L; read:

contacted by VHF, board in position (54°41.9'N., 5°44.4'W.) and are stationed in Belfast.

(BA NM 14/00) 20/00

PUB 157 8 Ed 2000 NEW EDITION

(NIMA) 20/00

PUB 191 8 Ed 1996 LAST NM 18/00

Page 10—Lines 21 to 26/L; read:

A building with two prominent white octagonal towers, 19m high, stands about 0.5 mile E of the point. A main light is shown from the E most tower. It is obscured on some N bearings.

A conspicuous large hotel is situated at the head of a small bay, 0.4 mile NE of the light. Several dish-shaped antennas stand on Goonhilly Downs, 5 miles N of the light, and are conspicuous from seaward.

(BA NP 27) 20/00

Page 10—Lines 41 to 42/L; strike out.

(US CH 37041) 20/00

Page 10—Line 49/L; read:

Caution.—A submarine pipeline extends 0.3 mile E from the shore close N of Kilcobben Cove and is marked by a buoy at its seaward end.

Submarine cables extend in a general SE direction from the

(BA NP 27) 20/00

Page 10—Lines 3 to 9/R; read:

Coverack Cove (50°01'N., 5°06'W.) is entered between Chynhalls Point and Lowland Point, 1.5 miles NE. The shore is fronted by drying rocks and ledges. The village of Coverack stands on Dolor Point, 0.4 mile N of Chynhalls Point. A pier extends NW from this point and is used by small craft which can take the ground at LW.

Anchorage is available in a depth of 9m about 0.2 mile ENE of Dolor Point.

A small jetty is situated 0.3 mile N of Lowland Point. It is used by coasters up to 1,500 tons to load stone from the nearby quarries. The jetty dries at LW and a rock, which dries 1.5m, lies about 0.2 mile ESE of the head. The gantries on the jetty and the buildings standing behind it are prominent.

It is reported that the quarry operators keep a listening watch on VHF channels 16 and 19 whenever blasting is due to take place in order to warn vessels navigating close inshore.

(BA NP 27) 20/00

PUB 191 (Continued)

Page 10—Lines 19 to 33/R; read:

miles NNW of The Manacles, is used only by yachts and pleasure craft. Numerous oyster beds lie in the river and adjoining creeks. Gillan Creek, a yachting center, is situated close within the river entrance, on the S side.

Vessels can anchor in a depth of 12m about 0.5 mile NNE of Nare Point, the S entrance point, sheltered from SW winds.

Several mooring buoys are situated SE and NE of the river entrance points and their positions are likely to be frequently changed.

Falmouth Bay (50°08'N., 5°04'W.) lies between the N entrance point of Helford River and Pendennis Point, 2.5 miles NE. The coast consists of cliffs up to 15m high in the S part and is fronted by drying ledges in the N part.

Saint Anthony Head (50°08'N., 5°01'W.) forms the SW extremity of a headland. A main light is shown throughout 24 hours from a conspicuous white octagonal tower, 19m high, standing on the head.

(BA NP 27)

20/00

Page 10—Lines 36 to 39/R; read:

1.16 Falmouth Harbour is entered between Saint Anthony Head and Pendennis Point, 1 mile W. There are extensive facilities for repairs and refuelling. The harbor extends N

(BA NP 27)

20/00

Page 11—Lines 9 to 12/L; read:

consisting of several rocky heads with a least depth of 6.4m, lies about 1.3 miles SSE of Saint Anthony Head and should be avoided, especially in periods of swell.

Black Rock, marked by a beacon, is a drying rock fringed by shoals lying in the entrance, about 0.4 mile ENE of Pendennis Point. This rock divides the entrance into two channels.

(BA NP 27)

20/00

Page 11—Lines 18 to 50/L; read:

Harbour has a least depth of 5.4m. A buoyed channel leads 1.3 miles NNW from the entrance to Carrick Road, the main anchorage.

There is about 2,400m of total quayage. The quays are mainly used for ship repair but there are also facilities for cargo, fishing, and offshore supply vessels. The following are the principal berths:

Berth Location	Depth	Length
Eastern Breakwater	7.1m	259m
Western Breakwater	6.1m	172m
Northern Arm, S	6.1m	198m
Northern Arm, N	6.1m	209m
Queen's Jetty, N	7.6m	189m
Queen's Jetty, S	7.6m	152m
Empire Jetty, N	5.8m	168m
Empire Jetty, S	7.3m	122m
King's Jetty, N	7.6m	192m
King's Jetty, S	7.6m	183m

Berth Location	Depth	Length
Duchy Wharf	8.1m	220m
County Wharf	9.1m	160m

The berth on the Eastern Breakwater used for tankers can accommodate vessels up to a maximum length of 265m and a maximum draft of 8.4m at HW, subject to length.

There are lay-up berths in the River Fal for vessels, including oil rigs, up to 219m in length and 15m draft.

Mooring buoys are situated 500m NW of the Docks Basin. The maximum size of vessel normally permitted at either of these buoys, except by special permission, is 61m in length with a draft of 3.5m. Larger vessels can moor between the buoys.

There are four drydocks in the harbor. The largest is 259m long and 39.6m wide with a depth of 11m over the sill at HWS. Vessels up to 100,000 dwt can be handled.

A quay for lighters is situated at Truro at the head of the River Fal, about 8 miles above the harbor entrance.

(BA NP 27; Lloyds Ports)

20/00

Page 11—Lines 3 to 9/R; read:

conspicuous castle, radio mast, and coast guard station standing on Pendennis Point, and the lighthouse on Saint Anthony Head.

A prominent hotel is situated near the shore, 0.6 mile WNW of Pendennis Point. The Observatory Tower stands 1.2 miles WNW of Pendennis Point and is also prominent. The Eastern Breakwater is located 0.7 mile NW of Pendennis Point. It extends 0.2 mile NNE and is illuminated by floodlights.

St. Mawes Castle, standing on Castle Point 0.7 mile N of the entrance, is prominent. A conspicuous water tower is situated 0.9 mile NNE of this castle.

Black Rock is marked by a conspicuous, conical stone beacon, 13m high, and a lighted buoy is moored close E of it. Penarrow Point, about 2 miles

(BA NP 27)

20/00

Page 11—Lines 14 to 27/R; read:

Pilotage is compulsory for all vessels over 75m in length, all vessels carrying dangerous substances, and all vessels carrying more than 12 passengers unless otherwise exempted. Private pleasure craft, HM ships, and foreign warships are also exempted.

The pilotage area lies within a line extending between Black Head (50°00'N., 5°06'W.) and Dodman Point (50°13'N., 4°48'W.).

Vessels not carrying dangerous substances, which are obtaining shelter or awaiting instructions while anchored in Falmouth Bay and not using any port facilities or services, are exempt from pilotage.

The pilot boards about 3.5 miles S of Saint Anthony Head Light in the vicinity of Helston lighted buoy. The pilot vessel, black hull with orange superstructure or blue hull with white superstructure, may be contacted on VHF channel 16.

Vessels should send their request for pilotage through Land's End, Pendennis, or Start Point radio stations with an

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ETA 72, 48, 24, and 12 hours in advance. Amendments may be sent up to 2 hours before the original ETA.

(BA NP 286, Vol. 6) 20/00

Page 11—Lines 29 to 51/R; read:

All vessels anchoring within the pilotage area without a pilot should contact Falmouth Pilot Radio station on VHF and report their arrival and anchorage position.

All vessels navigating or at anchor within the port limits must maintain a listening watch on VHF channel 16.

Vessels carrying dangerous or polluting substances are required to display the appropriate special signals by day and at night.

Commercial vessels at anchor in the river or outside the harbor should not immobilize their main engines without permission of the Harbormaster.

(BA NP 27) 20/00

Page 12—Lines 1 to 32/L; strike out.

(NIMA) 20/00

Page 12—Lines 39 to 40/L; read:

of 26 to 27m, coral and shells. Vessels over 203m in length usually anchor outside the harbor.

Caution

Transshipment of explosives is occasionally carried out at the anchorages.

Several dangerous wrecks lie in the approaches to the harbor and may best be seen on the chart.

Ferries may be encountered within the port.

A small circular foul area lies centered 3.3 miles ESE of Saint Anthony Head and may best be seen on the chart.

Spoil ground areas, the limits of which are shown on the chart, lie centered 4.5 miles SE of Saint Anthony Head and 0.7 mile WSW of Pendennis Head.

Numerous uncharted buoys used for yacht races may be moored in the vicinity of the harbor from March to September.

(BA NP 27) 20/00

PUB 194 7 Ed 1996 LAST NM 17/00

Page 220—Lines 42 to 43/R; read:

waters lying within a radius of 10 miles (sector 270°-020°) of Daugavgriva Lighthouse (57°04.0'N., 24°01.5'E.).

(BA NM 14/00) 20/00